PUDUKKOTTAI STATE

WAR INFORMATION BUREAU

BULLETIN] DECEMBER 13, 1941 [No. 74

LECTURE LXXIV.

THE SPIRIT OF ENGLAND.

What has beaten Hitler so far, in spite of the perfection of the German war machine, and will bring about his downfall in the end is an elusive, intangible element in the spirit of the English people. The German war machine of 1914 came to grief over it in the last war. Today also it is up against it, in its manifestation as the spirit of man strung up to defend precious ideals, as against the perfect but soulless mechanisation of all mental and social processes; and spirit wins. Like the Bourbons of old, the Germans seem to have learnt nothing, to have forgotten nothing.

France fell with a resounding crash on 17—6—40. On 28—5—40 the English Army evacuated Dunkirk. Never was there a more awful moment of suspense and agony for mankind. Nothing seemed to stand between the victorious German armies in crushed France, and England. Europe was under the heels of the conqueror. It looked as if he had merely to stretch out his hands to gather in Africa and Asia. The British Dominions and Colonies would, to use an expressive phrase 'fall like ripe fruits into Hitler's lap!' The Americans would have in their then unprepared stage, willy-nilly, to follow in the footsteps of the triumphant dictator. The way seemed cleared for world domination by the Nazi principle.

Thinking people shuddered. What was this prehistoric nightmare in the middle of the 20th century? Was this to be the pitiful end of the travail of ages? Was the Commonwealth of Nations to permit one power-mad people to plunge the world again into barbarism? Were the fairest flowers and fruits of human civilisation—all the arts, all peaceful domesticities, all free intercourse between nations, and above all, the whole priceless inheritance of liberty and international law to be utterly wiped away from off the face of the earth?

Such indeed seemed the prospect in those gloomy days, and not without reason. The B. E. F. had been safely evacuated, but all its fine equipment had been lost, and there were not sufficient reserves in ENGLAND to re-equip them. To the already formidable panoply of GERMANY could now be added the spoils of the conquered countries, increasing the disparity between GERMANY and ENGLAND until it was overwhelming. Between GERMANY and ENGLAND lay 20 miles of sea and, of course, the British Navy. But planes, of which GERMANY had a huge preponderance, could fly undeterred to the assault—the unsettled controversy about the respective efficacy of battleships and aeroplanes tending still in favour of the latter. In short, world opinion mainly expected ENGLAND to give in, just as FRANCE has done. The world would not have been shocked if BRITAIN had done so; there was justification enough.

But a miracle happened. The English Prime Minister, Mr. Winston Churchill, stood up in the House of Commons, and in words which only great crises in human affairs evoke and which will ring down through eternity, announced that the English nation would never yield, but fight the enemy on land, sea and air, on every beach and road and field and lane of the Isles, and if necessary, from beyond them! Brave words these, lighting up the hopes of men. But did they express the resolve of a particular individual, the Prime Minister, or that of the nation? And how far could they be fulfilled under the battering of the enemy?

There followed almost immediately months of constant air raids, now known as the Battle for BRITAIN. The vastly superior, well-organised German *Luftwaffe* swept in formation after formation over the heart of ENGLAND, LONDON, COVENTRY, BRISTOL, SOUTHAMPTON, and LONDON again—over peaceful villages lying amidst fields and ever-green scenery, over thickly populated industrial centres and great dock-yards. The loss of life and property was great; it was a most gruelling

experience, but ENGLAND passed successfully through the fiery ordeal, and out of it were born two things—first, the now mighty R. A. F. then in its nascent stage, pruned its wings and entered the combat, with the British factory workers on 70 hour weeks, behind it. The odds were heavy against it, but the pluck, sang-froid and initiative of the English airmen, (again the offspring of the spirit of liberty)—turned the scales in favour of the R. A. F. until it wrested the supremacy of the air from the Germans, and today sweeps triumphantly over the continent to the constant terror of the enemy. The second and more important result was the birth of a new ENGLAND, as testified to by competent observers. Hitler had written in the *Mein Kampf*, the Bible of the Germans, that the days of the Old Empires—English, French, Portuguese, Dutch—were over, and the time had come for the younger nations—GERMANY, ITALY and JAPAN—to push them aside and annex their empires. The French empire despite its seeming strength had crumbled at the first impact. Why not the British? Ribbentrop, who had lived amongst the English as one of themselves, and is accounted a very shrewd judge of men and affairs, confirmed the likelihood by his opinion of the moral decay of ENGLAND. Its people were positively averse to war, the country was in a stage of unpreparedness; if war came there would be a clash between war-profiteering capitalism and labour, especially when the latter could be roused to fury by being bombed out of its homesteads. If the morale of the common people were affected the will to resist would be gone, and then ENGLAND must sue for peace at any price. It could be dismissed from its present proud position as head of a world empire, and be relegated to mere insularity, where it would soon sink into obscurity. Ribbentrop's reading of the condition of FRANCE proved right; *but his reading of ENGLAND proved dangerously wrong!*

Democracy has long been the butt of German Statesmen, especially as practised in ENGLAND. Theorists declared that Democracy could never survive a severe war, that it never made for efficiency, that only Dictatorship could ensure unity of purpose and effectiveness, and that in any contest between Democracy and Dictatorship the former was bound to go under. Certainly after the first few months of the war, it almost looked as if the old political ideas must be wholly revised, and very many people other than the Germans began to incline to these new heresies. *Democracy was on its trial in the person of ENGLAND, and in saving herself, ENGLAND has saved Democracy for the world.*

It was in that supreme effort that ENGLAND regained her soul. The English are extremely conservative in political matters. They attach greater importance to the working of institutions than to the forms in which they are embodied. For proof let us turn to the days just before FRANCE succumbed. The Prime Minister, Mr. Winston Churchill made an offer to FRANCE which is unique in history. He suggested that citizenship of the one should be treated as citizenship of the other, and that the empires of both should be regarded as a single entity. It was a magnificent gesture, but FRANCE did not accept the offer. She chose to tread the more easy path leading to dishonour and humiliation. The incident makes one of the great 'Ifs' of history, but the point I wish to make is that ENGLAND, never particularly worried by illogicalities in its political institutions or the slowness of its constitutional advances, made a revolutionary self-denying ordinance in going so far as to offer its rights and privileges to a foreign nation.

Another example of the imperturbability of the British people and of the innate strength of Democracy is the behaviour of the Mother of Parliaments in the present crisis. All through 1940 the Germans tried to bomb Parliament out of existence. Any other body would have gone into hiding and held its sessions in secret, or dissolved itself, or relegated its powers to a few individuals or committees. Not so the English Parliament. Except for very brief recesses it has sat almost continuously. There is no hiding of facts in Parliament, no *suppressio veri* or *suggestio falsi*. Defeats, loss of ships, planes, men and materials, are dispassionately stated. I wonder whether Hitler or Mussolini could afford to take the same line in the Reichstag or in ROME, with regard, say, to what happens in RUSSIA. Would their jobs be worth a minute's purchase? On the other hand, the English Prime Minister brings a gloomy speech to an end in this wise. 'I offer you blood, tears and sweat instead' and the wonderful people over whom he is set applaud him—and apparently accept his offer. Again this Parliament of an allegedly capitalist country is the first to pass laws rigorously checking profiteering; it increases the salaries of the fighting forces all round; it provides for their families; it conscripts rich and poor, male and female alike; it makes electricity, transport, mines, shipping lines and ports, government departments; and when the homes of civilians are destroyed by bombing, it undertakes to rebuild them out of the nation's fund. And who pays for it all? The nation! ENGLAND is

the heaviest taxed country in the world. When in Parliament an income-tax of 19 Sh. in the Pound was proposed one member seriously and without irony asked 'Why not take the whole profits? Why omit one shilling?' Could theoretical Communism go much further, I wonder!

Yet the Crown and the Peerage in ENGLAND are not merely a remote and unpopular relic of bygone ages. Revolution after revolution has overwhelmed these symbols of authority and privilege in other lands. But in ENGLAND the Crown has won the deep affection of the people, and its prestige today stands higher than ever. And no wonder! The King and Queen have steadily refused to leave their palace although it was often bombed. They have gone about among the people as one of themselves, bringing cheer and comfort wherever they went. The morning after the MERSEY docks were bombed, Their Majesties unescorted and unprotected were among the first to visit the scene. Many had been killed and many more rendered homeless, but were there any complaints or adverse comparisons? A poor woman whose home had been smashed and her husband killed speaks to them as equal companions in adversity; 'Let them (the Germans) come again and again. We can take it, *and* lick them in the end!' Very truly the King and Queen stand as the symbols of the resolution of the loyal and united nation over which they rule.

For the rest, the A. R. P. shelters, the underground railway stations, the communal feeding centres have become the clinic for this new Democracy. There Lord and Commoner, capitalist and wage-earner meet on equal terms and share discomfort alike. Meals, cakes, tea, tobacco, cigarettes, dress are shared. Class distinctions are forgotten and a nation has emerged, knit by a new understanding, a new fellowship, a stronger resolve. The great manors, the stately mansions, the homes of the nobility of ENGLAND to which access would have been denied to the common people in ordinary times, are now thrown open to house evacuated children, and the wounded and homeless from the *blitzed* industrial towns, and about them move noble and gentle ladies, like so many Florence Nightingales, helping and succouring the distressed.

Just as social distinctions these days become dissolved, so too do political differences. All the high and stern resolve of statesmen would be in vain without the help of labour. Labour is now the first rank in the Home Front. The party system in Government gave place to a Coalition Government, and Labour members are now in the Ministry.

Labour Ministers have again and again made clear that the nation is united, and that their party is no whit behind the Conservatives and the Liberals in their resolve to win the war. While strikes are State crime, in Fascist ITALY and Nazi GERMANY—Mussolini shot some strikers as 'an encouragement to others'—strikes have voluntarily disappeared in ENGLAND. Minimum hours of work, extra wages, holidays—all these have been abolished, but at the request of the workers themselves! They are even yet dissatisfied at the slowness of production; they want to sweep away the thousand and one petty things that still hamper full output. It is difficult to get them away from the machines. Many of them work till they drop from exhaustion. As Dorothy Thompson, the American authoress has quoted from a works manager: 'It was as though the men were having a hand-to-hand battle with the Axis at the lathes.' Need we wonder that the Prime Minister is now able to proudly announce that 'the air strength of ENGLAND is at least equal to that of the Axis.'

It is a curiosity of human nature that success, however beastly generally attracts sympathy and support. It is very rarely that adversity does the same. Yet the temper of the British has brought even this unlikelihood to pass. When the German air raids were at their worst, hardly exaggerated tales of the damage spread rapidly in other countries, particularly, in AMERICA. There it was daily expected that the morale of the English would not be able to stand the strain, that it would crack up as that of FRANCE had done. The statements of the English Press and B. B. C. that the people were bearing up bravely, and that their spirits were not seriously affected, were treated as so much propaganda stuff. Followed a procession of leading men and women from AMERICA and other countries—statesmen, journalists, commercial magnates, literary men. They came, they saw and they were conquered. A revulsion of feeling set in, a great admiration for the spiritual qualities of a nation which could stand so much battering without despair, nay, with almost nonchalant gaiety. American public opinion began to swing in favour of BRITAIN, and today it looks just possible that in place of the Anglo-French alliance, ENGLAND might regain, as it were, her lost colony—the U. S. A., thanks to her magnificent grit and fighting qualities, in the sense that instead of an Anglo-French Empire, a new Anglo-American Empire may come into existence, and who would deny that such a confederation might be the harbinger of a better order for the world?

WEEKLY WAR SUMMARY.

5—12—41 to 11—12—41.

War in the Pacific.—War has spread to the Far East. The storm, which had been brewing for months past in this part of the world, has broken out at last. Two more continents—ASIA and N. AMERICA have become involved and South AMERICA is being drawn into the vortex. Thus the whole world—practically all the land and ocean spaces—have become a single battle-field, with the whole of mankind or at least 4/5 ths of it—ranged in two camps. But though, the extension of the war area thus brought about may extend the days of the struggle, the end is certain; inevitably and surely, light will vanquish darkness and the Allied Forces will finally establish freedom and goodwill on earth.

Japan's Perfidy.—Meanwhile the infamy of having set the Pacific ablaze lies at the door of JAPAN and her warlords. With a perfidy, with a treachery unheard of in international ethics, at the very moment that her emissaries were higgling for peace at White House, and even while President Roosevelt was asking the Japanese Emperor to desist from bloodshed, JAPAN's army and navy, excelling the usual ways of Axis treachery have foully and simultaneously attacked British and American possessions in the Pacific, as well as THAILAND.

Far-Eastern Attacks.—As usually happens in the case of surprise attacks, the initial success has gone to the enemy. SHANGHAI has been seized, and HONGKONG, PENANG, North BORNEO, TANJONG DATOK (JOHORE) and particularly SINGAPORE have been severely attacked. The last-mentioned place was raided twice, and sad to report, a battleship *H. M. S. the Prince of Wales*, and a battle cruiser *H. M S. Repulse* were also sunk by air attacks. A fierce battle is being fought at KOTABAHRU, where the enemy is landing armies and is being opposed by the Imperial forces. Another contingent of Japanese troops is attempting landing at KUANTAN in East MALAYA.

Crossing the frontier at PATTANI, Japanese forces have entered THAILAND and occupied BANGKOK, the capital. After a token resistance lasting a few hours the THAI Government have ceased hostilities and allowed passage to the Japanese troops.

Extensive damage has been done to American Pacific possessions. GUAM, OAHU, HONOBEBE (PEARL HARBOUR), HAWAII, the PHILIPPINES (MANILA, LUZON, and APARRI), WAKE, MIDWAY, NAURU and OCEAN ISLANDS have been simultaneously attacked. The enemy's object seems to capture AMERICA's mid-Pacific bases and prevent a junction between the American and British navies.

Two squadrons of enemy planes were sighted off the Californian coastline on the 8th, and unidentified planes were also seen flying near the ALEUTIAN ISLANDS.

The Allies are perfectly aware that in this dastardly attack JAPAN has acted in close collaboration with BERLIN. The policy is to divert Lease and Lend aid from the European and African theatres to the FAR-EAST, but this will be frustrated by increased production in AMERICA, BRITAIN and the Empire.

Following the ignoble attack on the 7th, BRITAIN and the U. S. have declared war on JAPAN, and the countries of the British Commonwealth, CHINA, EGYPT, Free FRANCE, the Governments of BELGIUM, NETHERLANDS and GREECE and the American States of CUBA and COSTA RICA have also declared war.

War has approached INDIA too. Japanese planes were observed on Saturday to be heading towards ASSAM.

The Libyan Campaign.—During the three days' lull at the end of last week Imperial forces were not idle. In this short interval the toll taken of the enemy was 41 aircraft, 30 tanks, 2 batteries, 5 anti-tank guns, 700 prisoners, 150 mechanical transports, 50 ammunition lorries, 45,000 gallons of petrol and 10,000 gallons of oil.

In the offensive that has since been resumed SIDI REZEGH, EL DUDA and EL ADEM have been recaptured, and the TOBRUK junction has been re-established. The eastern face of the TOBRUK perimeter has now been cleared. In the 100-mile long quadrilateral between EL ADEM, EL GOBI, SOLLUM and BARDIA only a few straggling parties of the enemy remain. Rommel's present anxiety is to avoid a full-scale battle, which would be decisive.

Russia.—Following on the capture of ROSTOV, the victorious Russian forces have re-occupied 6,000 sq. miles of territory, including hundreds of villages, and are driving Von Kleist's retreating forces

towards the Sea of Azov. KUIBISHEVO on the Coast of Azov has been taken, and a fierce battle is raging at TAGANROG. The Germans are fleeing towards the River Mius, where they seek to reform. The Russians have also recaptured MATVEYEV in the Donetz basin, and started a new offensive 70 miles north of the ROSTOV-TAGANROG line. A German offensive in the centre of the Don Basin launched some days ago by Genereal Schwedler, with a view to outflank the Russian forces has failed.

Round Moscow snow lies 9 inches deep, and the thermometer records a temperature of 20° C., while the enemy would like to settle down for winter, the Russians give him no respite.

TIKHVIN, an important Railway junction connecting LENINGRAD with VOLOGDA has been retaken by the Soviet forces.

Another Treachery. The Petain-Goering Agreement.—It is now clear that Weygand's dismissal which occurred a few weeks ago is the result of a deterioration of Vichy's policy. In the Pétain-Goering Agreement, signed on December 1 at ST. FLORENTIN VERGIGONY, Vichy has signed away the use of French North African bases for the duration of the war. In return, the cost of the German occupation of FRANCE will be reduced, and a number of French prisoners will be set free. For the purpose of the Agreement French West AFRICA will be treated as a separate Franco-Spanish Zone. Of course we know that this means German infiltration in stead of German occupation. But it is not apparent why the Agreement also provides that the French fleet shall not assist the Germans in occupying the North African bases. Vichy would rather lose her territory than her fleet. In the absence of help from the French fleet, German troops will have to be transported to LIBYA through SPAIN and Spanish MOROCCO, and it has to be suspected that Senor Suner, when he paid his BERLIN visit two weeks ago to sign the Anti-Comintern Pact, must have agreed to this measure of co-operation.

The principal French bases are BIZERTA, KAROUBA, ORAN, ALGIERS and BONA in North AFRICA, and CASABLANCA and DAKAR in West AFRICA. These could all be used both as naval and air bases except KAROUBA. BIZERTA stands nearest to LIBYA, and could be reached from SICILY and SARDINIA. If troops were sent through SPAIN, ORAN would be the nearest landing place. CASABLANCA and DAKAR would serve as a menace to AMERICA.

The Agreement, while it betrays Pétain's weak-kneed treachery also affords an indirect proof of the German inability to send reinforcements and supplies to LIBYA by the existing routes. It also shows how effectively BRITAIN has opened a second front in North AFRICA, compelling the enemy to withdraw considerable forces, it may be, from the Russian front.

An Over-due Declaration of War.—With FINLAND, HUNGARY and RUMANIA assisting GERMANY against RUSSIA, and BRITAIN opposing GERMANY only, a situation had risen for some months past, which required rectification. In justice to her Russian ally BRITAIN could not continue her friendship with RUSSIA's enemies much longer, even though it should be added that BRITAIN had always shown a tenderness for FINLAND. So, as a last warning, BRITAIN addressed a note to these German satellites, insisting on their withdrawal from Russian territory. FINLAND alone replied, putting forward the untenable plea that she was 'liberating' East KARELIA, a territory which she as a matter of fact had never owned. The Finnish reply proving unsatisfactory, and the other Powers remaining silent, there was nothing to do but to sever diplomatic relations, and on Sunday BRITAIN declared that a state of war existed between her and FINLAND, HUNGARY and RUMANIA. The last two countries may not be affected immediately by the declaration in a military sense, but FINLAND which is attempting to cut off Russian communications with ARCHANGEL will be punished by direct British attacks.

A Soviet-Polish Pact of mutual assistance was signed on Thursday (Dec. 4), according to which the two States have agreed to fight together to the end against the common enemy, and to settle their differences after the war by neighbourly collaboration.

A Third Front?—YUGO-SLAVIA declares that she has started a regular guerilla offensive against the Axis invaders, and has begun issuing her own communiqués from her G. H. Q. at CAIRO. The communiqué dated Dec. 3 announces successful operations conducted in BOSNIA and MONTENEGRO, and a German offensive victoriously resisted in Western MORAVIA.

BRITISH and RUSSIAN Air Raids over ENEMY and ENEMY-occupied COUNTRIES.

Date. / Targets.	Damage caused by air bombardment.	British and Russian air losses.	Enemy aircraft losses.
30—11—41. (Sunday.)			
GERMANY and GERMAN-occupied EUROPE.			
NIGHT :—			
Docks and shipyards at HAMBURG. **The naval base** at EMDEN. **The ports** of BREMERHAVEN, WILHELMSHAVEN, KIEL and LUBECK. **Laying mines** in enemy waters. **Shipping** off the DUTCH coast.	A tanker and many ships hit.	20 bombers.	
LIBYA.			
Aerial combats over LIBYA.		3 fighters.	18 planes.
Landing ground at MARTUBA.			2 planes.
Ammunition dumps, tents and vehicles on the road near MARTUBA.			
Enemy motor transport in the SIDI REZEGH and EL DUDA regions.			
The harbour at BENGHAZI.			
(By Russian planes). EASTERN FRONT.			
Air combats and aircraft on the aerodrome along the whole front.		17 planes.	59 planes.
1—12—41. (Monday).			
GERMANY and GERMAN-occupied EUROPE.			
NIGHT :—			
The docks at KRISTIANSUND **A supply ship** in KRISTIANSUND harbour	Hit.	No loss.	
LIBYA.			
Objectives at BENGHAZI and DERNA.			
Motor transport on the DERNA-CYRENE road and at BARCE.	Many vehicles damaged.		

Date.	Targets.	Damage caused by air bombardment.	British and Russian air losses.	Enemy aircraft losses.
1—12—41. (Monday)—*cont.*				
	LIBYA—*cont.*			
	Traffic on the roads between TOLMETTA, BARCE and DERNA.		5 planes.	
	Supply dumps at BENGHAZI.			
	MEDITERRANEAN.			
	An enemy tanker escorted by a destroyer in the Central MEDITERRANEAN.	Directly hit and sunk.		
	(By Russian planes).			
	EASTERN FRONT.			
	Infantry, Artillery, air combats and aircraft on the aerodromes along the whole battle-field.		4 planes.	12 planes.
2—12—41. (Tuesday).				
	GERMANY and GERMAN-occupied EUROPE.			
NIGHT:—				
	Enemy shipping off the NORWEGIAN Coast.			
	Objectives and aerodromes in occupied FRANCE.			
	LIBYA.			
	Enemy motor transport columns on roads in the region of EL GOBI and EL-ADEM.			1 plane.
	The landing ground at AGEDABIA.			
	Supply dumps and buildings at BARDIA			
	5 enemy tankers, motor lorries and other vehicles in SIRTE area.			
	Enemy tanks and armoured fighting vehicles in SIDI REZEGH area.			
	Aerial combats over the battle-field.			8 planes; many damaged.
	(By Russian planes.)			
	EASTERN FRONT.			
	Air combats and aircraft over the aerodrome along the whole Front.		17 planes.	55 planes.
	Enemy communications behind the German lines.			

Date.	Targets.	Damage caused by air bombardment.	British and Russian air losses.	Enemy aircraft losses.
3—12—41. (Wednesday.)				
	GERMANY and GERMAN-occupied EUROPE.			
DAY :—				
	Enemy supply ship off the NORWEGIAN coast.	Set on fire.		
NIGHT :—				
	No information available.			
	LIBYA.			
	Motor transport and enemy positions along road from CAPUZZO to EL ADEM and in the SIDI AZIZ regions.			
	Enemy aircraft on the aerodrome at BARCE.	Many planes damaged.		
	Objectives in the EL ADEM area ...	Big fires started.		
	(By Russian planes.) **EASTERN FRONT.**			
	Air combats and aircraft on the aerodromes along the whole battle-field.		1 plane.	5 planes.
4—12—41. (Thursday)				
	GERMANY and GERMAN-occupied EUROPE.			
DAY :—				
	An enemy supply ship off the NORWEGIAN coast.	Set on fire.		
	A wireless station in NORWAY.			
	LIBYA.			
	Enemy motorised vehicles and forces east of SIDI REZEGH.	Many vehicles destroyed.		
	Air combats over the battle zone.			11 planes.
	Petrol tankers on the coastal road and in the SIRTE region.	Set on fire.		
	Buildings and motor transport in the EL ADEM area.			
	SICILY.			
	Marshalling yards, railway sidings and a train of 24 petrol tankers at SAN GIOVANNI.	Number of fires started.	4 planes.	

Date.	Targets.	Damage caused by air bombardment.	British and Russian air losses.	Enemy aircraft losses.
4—12—41. (Thursday)—*cont.*				
	(By Russian planes)			
	EASTERN FRONT.			
	Air combats, aircraft on the aerodromes and enemy troops along the whole battle front.		13 planes.	35 planes.
	Retreating enemy troops in the ROSTOV sector.			
5—12—41. (Friday)				
	GERMANY and GERMAN-occupied EUROPE.			
DAY :—				
	An armed trawler off the DUTCH coast.	Directly hit.		
NIGHT :—				
	Enemy shipping off the DUTCH, NORWEGIAN and FRENCH coasts.			
	A supply ship in the BAY of BISCAY.			
	LIBYA.			
	Air combats over the battle-field.			21 planes.
	Motor transport and troop positions along the CAPUZZO road.	Many lorries destroyed; heavy casualties; petrol lorries set on fire.		
	Air duel over the MEDITERRANEAN.			1 plane.
	The harbour at BENGHAZI.		6 planes.	
	ITALY.			
	The Royal Arsenal, a torpedo factory, an air frame factory and marshalling yards at NAPLES.	Explosions and fires started; very heavily damaged.		
	(By Russian planes)			
	EASTERN FRONT.			
	Air combats and aircraft on the aerodromes along the whole battle-field.		4 planes.	14 planes.

Date.	Targets.	Damage caused by air bombardment.	British and Russian air losses.	Enemy aircraft losses.
6—12—41. **(Saturday).**				
	GERMANY and GERMAN-occupied EUROPE.			
DAY :—				
	Enemy shipping off the NORWEGIAN Coast.	2 ships hit.		
	3 factories in Northern FRANCE.	Set on fire.	No loss.	
NIGHT :—				
		No information.		
	LIBYA.			
	Enemy mechanised units, tanks and tank carriers in the EL ADEM area.	Very heavy damage.		
	A large building at EL ADEM.			
	Enemy motor transport on the DERNA-TOBRUK road.			
	Aerodrome and aircraft on the aerodrome at JEDABAYA.			
	Enemy motor transport on the MARAVA-FAIDIA road.		12 planes.	
	ITALY.			
	Arsenal and docks at NAPLES	...		
	(By Russian planes.)			
	EASTERN FRONT.			
	Air combats and aircraft on the aerodromes along the whole Front.		7 planes.	31 planes.
7—12—41. **(Sunday).**				
	GERMANY and GERMAN-occupied EUROPE.			
	No information available as to day operations.			
NIGHT :—				
	AACHEN (GERMANY) ...	...		
	LIBYA.			
	Enemy armoured and motorised forces in the EL ADEM and ACROMA areas			
	Motor transport on the ACROMA-EL GAZALA road.			
	DERNA and **BENGHAZI**	...		
	The aerodrome at CASTEL BENITO	... Fires started.		
	Air combats over LIBYA	...		6 planes.

Date.	Targets.	Damage caused by air bombardment.	British and Russian air losses.	Enemy aircraft losses.
7—12—41. (Sunday)—*cont.*				
	ITALY.			
	Docks at NAPLES			
	(By Russian planes).			
	EASTERN FRONT.			
	Air combats, aircraft on the aerodromes and Infantry along the whole battle Front.		11 planes.	44 planes.
	Retreating German armies in the ROSTOV sector.			

ENEMY Air Raids over BRITAIN, BRITISH Territories and RUSSIA.

Date.	Targets.	Damage caused by air bombardment.	Enemy aircraft losses.	British and Russian air losses.
1—12—41. (Monday.)				
	BRITAIN.			
NIGHT :—				
	A few places in South-West ENGLAND.	Slight damage and a few casualties.		
	RUSSIA.			
	Moscow		4 planes.	
2—12—41. (Tuesday)				
	BRITAIN.			
NIGHT :—				
	South-West ENGLAND.	Slight damage.		
	RUSSIA.			
	Moscow		13 planes.	
3—12—41. (Wednesday).				
	BRITAIN.			
	No information available about day and night operations.			
	RUSSIA.			
	Moscow			

Date.	Targets.	Damage caused by air bombardment.	Enemy aircraft losses.	British and Russian air losses.
4—12—41. (Thursday).				
	BRITAIN.			
	No information available.			
	RUSSIA.			
	Moscow		21 planes.	
	Russian Communications behind the Russian army.			
	MEDITERRANEAN.			
	Malta.	Driven away. No damage.		
5—12—41. (Friday).				
	BRITAIN.			
	No information available about day and night operations.			
	RUSSIA.			
	Moscow			
6—12—41. (Saturday).				
	BRITAIN.			
	No information available.			
	RUSSIA.			
	Moscow		3 planes.	
7—12—41. (Sunday.)				
	BRITAIN.			
NIGHT :—				
	Coastal districts of Eastern and South-west ENGLAND.	Slight damage and a few injured.		
	RUSSIA.			
	Moscow		5 planes.	
	(By Japanese planes).			
	FAR EAST.			
	HAWAII.			
	Manila (PHILIPPINES).			
	Singapore.			
8—12—41. (Monday,)				
	BRITAIN.			
	No information available.			
	RUSSIA.			
	Moscow			
	(By Japanese planes.)			
	FAR EAST.			
	Hongkong, Penang, Honolulu; and **Manila.**			

SIDE LIGHTS.

ANOTHER STORM HAS BROKEN. In spite of the plethora of warnings, preparations, and speculations of which the news lately has been full, the Japanese air attacks on American and Imperial territory on Sunday last produced, at least here in INDIA, the same kind of electrifying shock as that which accompanied the German crossing of the Polish frontier in '39, or Hitler's invasion of RUSSIA in June last. The suspicion, contempt and hatred with the machinations of the Militarist-cum-Axis party in JAPAN has roused in the minds of all the democracies and the small would be neutrals of South-East ASIA were immediately fanned into a blaze of triumphant bellicosity. It is a positive relief for most of them to be allowed to get at the conscienceless, arrogant, cruel and grasping race that has so long menaced and b llied harmless and peaceloving peoples, while simultaneously kow-towing to the foul ideology of Nazism and its unspeakable executants.

The Japanese method of opening hostilities (even while their diplomats were still exchanging notes and conversations with their American opposite numbers) is quite in keeping both with their own record and with the Nazi code of 'honour.' The value of their own written demands and public statements of their case, can be reckoned from the positively blistering commentary of Mr. Cordell Hull when he had read the Japanese reply to the last American Note they are likely to receive for some time! And the outcome? It serves no purpose to be unduly optimistic, but we cannot help but conclude that our enemies have made a second gigantic error. Hitler made the first, when he invaded RUSSIA. The Japanese Cabinet has now made the second. From GREENLAND to the Antipodes and over almost every mile of the equator, the world is at war—and the Axis School CANNOT, ultimately, overcome Humanity.

v v v v v v v v v v v v v

THE PANZER HUNT. Stiff fighting is on again in the CYRENAICA Quadrilateral. It appears that infantry are now playing an important role, and the pace of movement appears slowed up, but the British objective is still what Mr. Churchill first announced it to be—"the destruction of the armed and primarily the armoured, forces of the enemy."

Actually, the campaign has truthfully proceeded according to plan, in the process of which we can discern three distinct phases, the present offensive being the fourth. The first three were, shortly:—

(*a*) We avoided a frontal attack on the enemy positions at SOLLUM and HALFAYA, and made an enveloping movement round his inland flank to pinch

his forces between the Eighth Army and the sea. The movement was successful; we advanced 50 miles in one day; the enemy was taken by surprise.

(b) The encircled enemy fought as hard as they could, lost heavily in tanks and personnel, had their aircraft bombed on the ground and their stores dumps and troop concentrations heavily attacked by a predominant R. A. F. Our enveloping movement went on in two directions, directly northward to cut off SIDI OMAR and BARDIA from the west, and eastward on a long sweep to the Gulf of SIDRA. The former advance also cut off the strong enemy position at SIDI REZEGH from succour from the west.

(c) The Germans have heavily reinforced their *Luftwaffe* in the field, and possibly their ground troops also, and have made several desperate attempts to break their way out in various directions. They have lost 15,000 prisoners and half their tanks trying to do it, and have become split into five main groups, some of them seeking to make contact with each other. Then, very bad weather and a short pause for recuperation on both sides, followed by a resumption of our offensive, and what may be Rommel's last great effort to avoid annihilation. There will be very grim fighting, but the ultimate issue is hardly in doubt. The Panzer-hunt will end with a 'kill'.

v v v v v v v v v v v v v

A GROTESQUE CONFERENCE. The Anti-Comintern Meeting in BERLIN was such a farce that it is hardly worth recalling it. The great gathering of European nations in VIENNA (or was it to be MOSCOW?) which was to welcome the New Order and issue terms of peace, resolved itself into a summoning to Hitler's study in BERLIN of a number of enfeebled infants who were made to 'say their pieces' into Goebbels' microphone.

Two things however are just worth notice. The first consists of the damnably revealing 'construe' of the New Order by one of Headmaster Hitler's ushers, by name Ribbentrop. This benign mentor had the amazing effrontery to teach his class that the New Order was synonymous with the Golden Age, because "the tank and the dive-bomber preclude any possibility of revolt in disarmed territories"!!! In the margin of their notebooks, the trembling students possibly also remarked the following contemporary maxims from the German Radio :—

"The execution of hostages must be considered to have been in the best interests of humanity", and "Independence is incompatible with the comradeship for which the Germans strive".

It may be of course, that one or two of these attending may have added to these glosses, for future reference and comparison, a quotation from the

(doubtless) barbarous recidivist Winston Churchill, who had just told the House of Commons that "Any who vote against the Government will NOT be assaulted with rubber truncheons, sent to concentration camps or otherwise molested."

v v v v v v v v v v v v v

THE ART OF WHITE-WASHING. There were naturally 'messages' from 'parents' to greet the "headmaster" at this precious function, and the 'local papers' had their enthusiastic reports! Here are some of the messages!:—

DENMARK. "The Government found it opportune to accept the invitation." (Copenhagan Radio).

SPAIN. "The Anti-Comintern Pact will have to be revived as the adequate reply to the friendly relations between BRITAIN and the U. S. S. R." (Spanish Radio).

JAPAN. "Japan's cleavage to the Pact signifies no antagonism against any State or people." (Japanese News Agency, quoting Tokyo Press).

FINLAND. "The fact does not alter our relations with other states."

If these messages may seem to be a little lacking in warmth, the 'reporters' did the 'headmaster' proud! Their arithmetic may be questioned here and there, and you will note a mild tendency to generalise, but how gratifying to the Hitlerian heart must be the estimates which follow!

The Hungarian Radio hazarded the signatories of the pact as "representing 400,000,000 people."

The German Home Radio made it more than 500,000,000 and went encouragingly on to say "There are other nations which in their hearts are in the Pact, and adding them we find about 750,000,000. Better and better, especially the "in their hearts" part!

We cannot find how many noughts the Italian Radio added, but they certainly counted on "the great Chinese masses, totaling 300,000,000" fortified by a cable from the NANKING Government!!

And the 'prizes'? Oh yes, we had forgotten the prizes, but these will be distributed quite shortly, as soon as ever JAPAN has overrun AMERICA, RUSSIA and SIBERIA are under German administration, and BRITAIN has been starved, bombed and burnt to death. How comforting all this must have sounded to the 'pupils', now looking forward, with half-clothed bodies and empty stomachs, to four months of fuel-less winter?

THE AIR LULL. Some people have been disappointed at the slackening of the R. A. F. offensive on German industries—the British 'master plan'—during the last couple of months. Even in Parliament murmurs were heard, murmurs which Mr. Churchill and his ministers were quick to answer. The Air-Staff's plans had not changed one whit, they asserted, and they would hit GERMANY and ITALY harder and oftener than ever, *when the weather allowed it.*

The Prime Minister accepted philosophically such statistics as that between Sep. 3 and Nov. 27, there were only 38 raids by home-based aircraft and only 18 of these deep ones (BERLIN, GENOA, TURIN, etc.). Nor did he take shelter under the numerous heavy raids on BRINDISI, NAPLES and the 'toe' of ITALY. These are rightly counted as part of General Cunningham's plans, the concern of the MIDDLE EAST command rather than the Western Air offensive.

The figures themselves provide the correct clue to the situation. The fact is that the early-winter weather, always vile over the RUHR and RHINELAND, was this year at its very foulest, and only a raid a week over these districts, which remain the primary objective, was worth attempting over a period of twelve weeks. When air defences are so tremendous as the Germans have made them there, when blinding searchlight concentrations (sometimes eighty beams in a single cone!) and heavy flak are assisted by filthy weather and miserable visibility, it is madness to sacrifice men and machines in attempts on objectives which are well-nigh unfindable!

Attacks on enemy shipping in the North Sea and Channel, the scouring of 3,000 miles of coastline from PETSAMO to BIARRITZ, the laying of lakhs of mines, and the escorting of great conveys *pay better* in such climatic conditions.

But one thing the Germans can't control is the weather, and the Air Minister's confident announcement of Dec. 7 ought to silence any remaining grousers. "The bomber" he said, "is a weapon which if properly handled and used with ruthless efficiency, can ruin Hitler's hopes. And we intend to use it on a scale and with an efficiency that will surpass anything that has been achieved hitherto. The bombers are laying siege to the entire German military machine............The crippling of German shipping, war industries and communications, and the destruction of the German people's will to win and zest for the war *are essential preliminaries to large scale land operations on the continent of EUROPE.*"

The last war ended in FRANCE, Sir Archibald Sinclair also said, but this one will end in GERMANY. It will, and the Germans themselves are beginning to know it!

BREACHES. It is really not our fault that there is nothing more up-to-date that is authoritative in this column this week. Outside (and inside) information has all been held up by the serious and so far unrepaired breaches on the South Indian Railway. These, we hasten to add, were caused by 'act of God', not (yet) by Japanese bombs!

v v v v v v v v v v v v v

POSTSCRIPT. A great deal has happened since we began this article. The Pacific markedly denies its name. We have lost two mighty war vessels (which the city of Edinburgh will immediately replace—though 'immediately' can only be a relative term), and the Japanese undoubtedly caught the Americans on the wrong leg, so that their Pacific PEARL HARBOUR, has not yet put up such a good show as our own indomitable Mediterranean fortress. All very grim, but the element of surprise has always been valuable to the attacker, and we will not qualify by one iota the opinion we gave in our first paragraph, namely that the Japanese incursion into the war is the second of two monstrous blunders that will cost the Axis very dear indeed.

ITALY, one is amused to hear, is proud (fancy ITALY ever being proud of anything again!) to be fighting on the side of the gallant Japanese. Well, well! But the interesting thing is that GERMANY, to judge by its Fuehrer's speech, is NOT. Not a word of extra optimism or gratitude to Nippon can be found in it. The Germans, and Hitler himself are adepts at swallowing their words, but perhaps the racial theories of *Mein Kampf* are too big to gulp down all in one!

"BOMBER COMMAND"

[*Sixth (Final) Instalment of the Air Ministry's recent best-seller*].

WITH THE COMMANDER-IN-CHIEF IN HIS OPERATIONS ROOM.

HOW CREWS ARE "BRIEFED" FOR A RAID.

GROWING WEIGHT OF R. A. F. OFFENSIVE.

Let us come with the Air Officer Commanding-in-Chief into his Operations Room at the Headquarters of the Bomber Command. It is nine o'clock in the morning. Beneath a grassy mound, protected by deep layers of concrete lies the place where he will order the forthcoming attack.

Whether sunshine or rain prevail outside, inside and downstairs there is always the soft light of a spring day, shining steadily from half-concealed reflectors upon an oblong room of lofty and gracious proportions. It is air-conditioned, floored with rubber and entered by a single door only. This door and the stairway leading thereto are guarded by sentries, and no one lacking the proper authority may pass in or out.

On the main wall opposite the door there are three black-boards, each about 30 feet by 10 feet. These display the order of battle. The Commander-in-Chief has only to glance at them to see at once the exact strength of every group, the whereabouts of the squadrons in it, and the total number of aircraft available.

Seated at his desk, the Commander-in-Chief makes a rapid appreciation of the situation from reports of the previous night's operations, and from information which may be supplied to him verbally by the Senior Air Staff Officer and the group captain in charge of operations.

The type of target to be attacked is already known. It has been chosen by the War Cabinet, which determines the major direction of our air offensive. The Air Ministry issues directives from time to time based on the decisions of the Cabinet. It is the duty and responsibility of the Air Officer Commanding-in-Chief to implement these general directives.

Having decided the target, the number of aircraft to carry out the attack is next discussed. The controller has been getting into touch with groups, and within a few minutes the exact numbers of aircraft available in each group are placed before the C.-in-C., who then decides on the proportion of heavy and medium loads to be carried.

Finally he discusses with the Senior Air Staff Officer the number of aircraft which can be put over any one target during the number of hours of darkness available. This is a matter of great importance, and one which those who cry out for overwhelming attack on a single objective are apt to forget. It is never possible to concentrate effectively more than a certain number of aircraft over any one target, if the night is short.

Now come back to a Station Headquarters. The crews, who have had a preliminary warning that they will be wanted that night, are assembled in the briefing room some hours before the start of the raid. They sit facing a dais behind which is a blackboard. In many such rooms the following notice will be found on one of the walls: "It is better to keep your mouth shut and let people think that you are a fool than to open it and remove all doubt."

Here is the actual briefing for an attack on an oil target. It is the squadron commander or intelligence officer who is speaking: "The target to-night is the synthetic oil plant at Gelsenkirchen. There are two main types of oil plants in Germany, oil refineries for treating crude oil, imported or home-produced, and synthetic oil plants. The Gelsencergbenzin(?)* A. H., which is our target, consists of two atmospheric distillation units producing petrol from coal. The most vital section of this plant, and also the most vulnerable is the hydrogenation plant itself—marked B on the illustration. It lies in the top half of the target, running from a narrow neck in a north-westerly direction, and covers most of that part of the target. A direct hit with a large bomb on the compressor house, where low pressure hydrogen lines lead to the compressors, will cause a real explosion. It is always a building containing a large amount of moving machinery Damage to the compressors will put the whole plant out of action, and since they are the most difficult to replace the compressor house would be a profitable aiming point. A hit here may cause damage out of all proportion to the size of the bomb. Get right up to your target and do your stuff".

After the briefing, the captains of the aircraft detailed will spend some time with their navigators, working out the best course to and from the targets within the limits set. The crews then have a meal and then put on their flying clothes.

On receiving the signal to take off, the pilot opens up the engines. On reaching 1,000 feet the course is set for the objectives. If the wind is favourable, the aircraft flies straight from the take-off on to the course. If not, it will circle the aerodrome. Over the sea the bombs are made "live".

The aircraft is now over the Dutch coast, perhaps over a bank of clouds. If these are thick the navigators will find their course by the stars or by the burst of flake; if the night is clear by the water landmarks of Holland, which cannot be disguised.

As the aircraft draws nearer to the target more flake becomes visible. It is of all kinds. From high up it may look like the red eyes of beasts winking from the darkness of their lairs. Then, when the shells burst close at hand, they seem like great flakes and balls of fire. By this time the crew are keyed up waiting for the moment when the bombs will be dropped.

Presently the navigator will say: "O. K. Turn in". By this time the captain will have decided whether to attack direct, or whether make a gliding attack which tends to confuse the defences, whose sound locators cannot pick up the aircraft. When making it the pilot announces his height every 200 feet.

---

* *Note.*—**Does not seem to be right but it is in the original.**

When about to turn in for the fun the pilot will say : "Opening bomb doors." All this time the navigator has been gazing through the bomb-sight. Conveniently at hand are a number of switches, whereby he can control the manner in which the bombs are dropped. These may fall simultaneously, in which case they will fall together, or one by one at short intervals. The bomb-sight is so constructed that it can be automatically set to make allowance for the ground speed of the aircraft, and the force and direction of the wind. If necessary the bombs can be released automatically.

As soon as they have fallen the navigator reports : " Bombs gone ".

The story of the Bomber Command has been told in brief up to July 1941. There for the moment it must end in point of time, when in reality it has only just begun. We can look with confidence to the prospects before us, to the Stirlings, Manchesters, Halifaxes, Fortresses and the rest of which there are great expectations. These aircraft are to deliver that overwelming onslaught which will bring the enemy to his knees, and then lay him prostrate in the dust of his own ruined cities.

Let there be no mistake. The policy of the R. A. F. is a long-term policy. Long before this war began, those in authority, when faced with the rapidly growing numbers of the *Luftwaffe*, decided that to seek parity in mere numbers, even if it could be done quickly, was wrong and dangerous. It was a short-cut not to victory but to defeat.

The decision to concentrate on quality, not quantity, was bold, but who shall say it was wrong? It meant that for long months this country had to have a bombing force very inferior in numbers to that of the enemy. It meant that during that time the blows it could strike, though persistently and scientifically delivered, could not have the weight of those dealt by the enemy. But it meant, too, that once the industries of Great Britain and America got into their full strides, once the huge air training scheme was developing, and in Canada, Australia, South Africa and elsewhere began to produce results, nothing could prevent the achievement of air supremacy and therefore of victory.

The attack against the enemy continues without pause. "We shall bomb Germany by day as well as by night in an ever-increasing measure", said the Prime Minister broadcasting to the world on June 22. This is not a threat only, it is a statement of fact. The Bomber Command is translating these words into action. The Germans are waging war, as they have always waged it, without mercy, respite, limit, with no regard for place or person. Perhaps they may regret the consequences. Perhaps they are already doing so. One thing is certain: the Bomber Command will allow no pause, no breathing space. Our attack will go on, fierce, because it is relentless, deadly, because it is sure.

BRITAIN SPEAKS.

VERNON BARTLETT DOES NOT BELIEVE IN WHITEWASHING.

by

Vernon Bartlett

(*In a B. B. C.*)

Hullo Everybody. Since last I broadcast in this particular series, I have been lucky enough to do a bit of travelling. On the way out to Moscow I went on a ship with members of the R. A. S. C., the first British soldiers to go to fight on the eastern European front. Altogether I flew some 15,000 miles just above the forests of the Soviet Union, because they have got a regulation there that unless your aeroplane hedge-hops the whole way, it may be shot down as a German. And I travelled in cars, in a train, on an Admiral's barge, a strange sort of house boat like the show boat of the film, on a cruiser, on a destroyer, on a minesweeper, and on a drifter. Let me just describe one incident to you. I was coming home with the members of the Beaverbrook mission, and we wanted to transfer from a small British vessel to a Cruiser at night with a heavy sea running. In my land-lubberly way, I thought one ship came alongside the other, and was tied up to it by a few ropes, and the passengers walked across a gang plank. In the opinion of all the officers I asked on the Cruiser, our little ship did a swell job of work, but we made four or five attempts before we came alongside. Before each attempt the Commander explained to the crew through the loud-speaker exactly how the manoeuvre must be carried out, so that each man felt he had a share in the job, and was ready to act in an emergency. And, although the crew were proud of their ship and its Commander, this did not prevent them, every time she crashed with a sickening noise against the Cruiser, that did not prevent them from rubbing their hands joyfully and saying: "Oh boy, that means going home for a refit!" Well, we were finally tied up alongside, or they told us we were. In fact, the gangway jutting out from the Cruiser deck seldom rested for more than a second or two on the deck of our own ship, and in that interval we had to dash across one by one. The lights were only switched on for a few moments at a time, lest we should attract the attention of some German aeroplane, and the dark gulf between the two ships, when they swung apart again, looked as unpleasant as anything I

have seen for a long time. After all, the wide sea on a black night is not the place for sea bathing that one would care to choose. Our cruiser swung away as soon as possible for fear of doing more damage, I don't know whether the other ship's crew did get home for a refit. From the wide point of view, I suppose I should hope they did not; from the personal point of view I hope they did, and all the more because they had to be disappointed on another score. Would they be able, they wondered, would they be able to get any bread from the Cruiser? There was no time to worry about the staff of life, and like scores of other crews on the smaller craft that are keeping the seas open for us, they had to depend upon the inadequate attempt of their ship's cook to bake bread in an inadequate oven.

I often think of that night when people talk glibly to me about sending war material to Russia. It is so much easier to talk about than to do. There are miles upon miles of timber wharves at Archangel. After all, it is the largest port in the world for the export of timber, but it is one thing to hurl stuff down to ships with the help of contraptions looking rather like grain elevators, and a very different thing to land heavy tanks and other war weapons. Since the timber comes from the North of Russia there is not much in the way of communications southward from Archangel towards the battle front. There are months of continuous darkness, and the ice-breakers will have a difficult job to keep the channel open through the White Sea. These are all obvious and awkward facts, apparent to every German with an atlas and a certain amount of commonsense.

With the help of the same atlas, the German will see that if the Japanese came into the war, the Japanese fleet might be able to blockade Vladivostock, the one great Russian port on the Pacific, from a distance, because it faces towards a semicircle—with narrow channels. With the help of a few reference books, the German will also know that the rail-road from Bander Shapur on the Persian Gulf, to Bander Shah on the Caspian Sea is a single line, with relatively few places where trains can pass each other, with a different gauge from our own, and with an inadequate number of locomotives. I have deliberately emphasized all these difficulties, because one ought not to overlook them, but don't think that they dismay people over here. Ever since Lord Beaverbrook's arrival in Moscow, I have had no doubts in my own mind about the determination of the British Government to send all the material it can to Russia. The decision can only be compared with the decision taken a little over a year ago, to send materials to the Near East, at a time when it was so fully expected that Hitler was about to order an invasion of this country. It is hardly likely that Mr. Churchill, the man primarily responsible for that decision a year ago, would hesitate to send an

expeditionary force to Western Europe if he thought it the wisest of several possibilities. Knowing no more about military strategy than any of you, and less than some of you, I cannot forget that, as Mr. Eden said in the House of Commons a month ago, at one time last year, after the withdrawal from Dunkirk, we had not a single fully trained, fully equipped division in this country. I notice that some United States Senators criticised the British Government a few days ago, for not opening up a Western European front. There was a good deal of criticism of the same kind over here, sometimes inspired by people who until the Soviet Union had to come into the war, did singularly little to speed up that production of munitions which alone make a large scale western expeditionary force advisable. But I imagine that nevertheless we shall be able to add considerably in one way or another to add to Hitler's worries. I imagine too they are already pretty considerable. As is often the way with people, he underestimates things and people. Last year he could not believe that even in our own imperfect democracy, our ordinary little citizens had learnt to think for themselves, and to decide that it was better to risk death than to be sure of surviving in conditions of slavery. This year he could not believe that a State which professed communism would not collapse at his first attack. Ever since I visited Moscow, and the dense forest that lies at the West of it, I have felt sure that the city would not be captured in time to give the Germans some sort of shelter from the terrible winter conditions, and it will be a very bitter blow to German prestige if the invading armies have to be withdrawn to Smolensk or beyond until after the Spring thaws.

Of course, further South the German progress does look more impressive and more important. The campaign through the Crimea seems to have been very successful, successful in by-passing Rostov, and only a very narrow strip of water now separates the German army from the beginning of the East Coast of the Black sea. But that strip of water should be exceptionally difficult to cross. It is only some three miles from the Crimea to the nearest point on the mainland, but that bit of mainland is a long spit of land seldom more than a hundred yards wide. The water on either side of it is very shallow for a long way out to sea. The entrance to the sea of Azov is a good deal deeper, but only because it is constantly dredged. That means that only very shallow draft vessels could be used, and the experts here in London, are very doubtful whether a real army could be put across that strip of water without great delay and very heavy losses.

For the last few minutes of this talk I am coming back to Britain. I suggest this; don't underestimate what they are still prepared to face. Many of you came originally from the West countries, for Devon,

Somerset, Cornwall and Dorset, have for centuries sent many of their sons overseas. Well a few days ago I was walking around in Bristol where I spent quite a lot of my boyhood, as some of you who are listening to me did too. The house in which I used to live, the theatre where I used to see the pantomine every Xmas, the street of shops where I used to spend my pocket money, they have all been destroyed. The houses in Park Residential road, where all the people with cars used to live has lost its genteel and respectable appearance. Those houses now have the name plates of famous firms on their doors, names of firms that have been bombed out of their ordinary offices, but are still carrying on. There were more notices of concerts, theatres, lectures, lectures on the restoring not only of the city, but of the world after the war, than in any other city I have ever visited. Then here is another view of the West Country. A few days ago, I was speaking in a little village of 6,000 inhabitants in support of the National War Savings Campaign. It was a village called Ashcott, on the hills overlooking the plain where King Alfred won fame for burning the cakes, and where the Duke of Monmouth was defeated at Sedgemoor in the 17th century. The cost of living is high over here, the taxes are, well, very considerable, ordinary citizens are harassed with appeals of all kinds, but month after month, the small investor goes on putting his money into war saving certificates. When I was there, Ashcott was having its ' warship ' week, that is to say, collecting money to be allocated for increasing our naval power. The 600 people aimed at collecting £ 3,000; yesterday they informed me that they had collected £ 6,000—roughly £ 10 a head of the population. And that total is not at all exceptional. I mention it because it is fairly typical of what is happening all over the country. The ordinary little people are showing their confidence in victory by these collections. In the last two years, well over £ 1,000,000,000 (One thousand million pounds) have voluntarily been subscribed in this way. That feat may perhaps not astonish you, but it does astonish me and others over here, who wait with horror the arrival of our income-tax demands. Good-night.

———

"COVERED WAGONS" ON THE BURMA ROAD.

FLOOD OF LEASE AND LEND SUPPLIES TO CHINA.

STRAIN ON LORRIES AND FUEL SUPPLIES.

OBSTACLES WHICH HAVE BEEN OVERCOME.

by

A Special Correspondent.

—RANGOON, *B Mail.*

Feeding to China the arms, munitions and supplies provided in the Lease and Lend Act against aggressor nations, the modern American "covered wagon" is being used in increasing numbers on the vital 1,400-mile highway from Lashio to Chungking.

American built, loaded with supplies brought by American ships to Rangoon's busy wharves, but driven by Chinese, the fleet of motor trucks maintaining war freights on the Burma Road is as spectacular as it is essential to China's war effort against Japan.

So swiftly is the motor truck fleet increasing, due to the speeding up of American deliveries, that figures on the Burma Road can never give a complete picture of the traffic on China's last life-line.

Last published figures, originating in Chungking, gave the total of trucks operating on the Burma Highway at 8,099. Of that number 4,448 were Chinese military trucks, 2,121 were operating for the Chinese Government (also hauling only war materials) and 1,530 were commercial trucks.

When those figures were published recently, it was stated that one third of all trucks were under repair or damaged, an indication of how severe the long mountain haul is even to the latest and best types of heavy truck. But it also was estimated that another 2,000 trucks would be operating before the year-end.

MANY REPAIR SHOPS.

Additionally it was stated that more than 89 repair shops were functioning along the highway, to speed up repair and maintenance of the truck fleet.

As the number of operating vehicles has increased, so have imposing increases been achieved in the actual tonnage of **deliveries made at Kunming, or at Chungking. Thus in July 3,200 tons of Lease and Lend goods arrived at Kunming from Rangoon and Lashio, whereas the August tonnage was 6,563 and the September total, 11,206. Before the year-end an average delivery of more than 13,000 tons a month is anticipated.**

Yet even that tonnage will be below requirements, and below the volume of the Aid for China supplies that have arrived from the U. S. A. and have

accumulated at Rangoon, at the railhead at Lashio, and at the northern Irrawaddy transfer port of Bhamo.

Much of these accumulations, however, is represented by purely commercial supplies, for under the present highway transportation control methods priority is given to the haulage of war supplies.

Obstacles to swift and efficient haulage by the trucks are the difficult, often dangerous climbs, descents and curves of the long highway; surfacing defects; bombed bridges; bomb-scarred valleys; and air raid warnings. Yet China's supplies will get through, for the Chungking Government is determined that the Burma Road shall never be blocked, nor cut, nor brought within the orbit of Japan's "New Order".

CHINA'S TRANSPORT NEEDS.

To achieve this stated aim, China has immediate transportation needs. They start with road building accessories, such as tar and cement. They include motor spirit and oils, spare parts, maintenance tools, and last, and far from least, MECHANICS.

All these China wants to continue fighting her war against aggression, and she wants them quickly. More and more trucks are needed, for under the gruelling conditions on the highway even the American truck—probably the best heavy-duty vehicle in the world—has to undergo complete overhaul about once every four months.

A second vital problem is fuel supplies. It takes five tons of motor spirit just to haul one ton of supplies from Lashio, in Burma, to the war areas of China's north-west!

No great skill at mathematics is required to calculate the immense fuel requirements of the big fleet of trucks now operating on the road; the even greater problems in administration and auxiliary haulage that are set those responsible for making continuous supplies of fuel available.

Meanwhile, back along the road is coming a growing flood of exports, which are essential both to China continuing her war for freedom, and to war factories in the U. S. A. and elsewhere. Among these exports one outstanding commodity is tung oil—leaping in volume every month—but many other commodities now are coming out from the new or reconstructed industries of Yunnan.

Transferred from many other parts of China, now in the hands of Japan, have come important industries. Others are the direct result of new development within Yunnan itself. Others again have resulted from the opening up of new mines, big afforestation, increased planting of tung, quinine and camphor trees, and the production of increased crops through new irrigation developments for farming.

A handicap to all these developments has been the position of Yunnan as a very large but under-populated province. Formerly, with a population of only 12,000,000, the province did not grow enough rice even to support itself.

Slowly this position is being remedied. But here again it has been transportation, represented by the new roads China has built, and is building, and by the modern American "covered wagons", that have made much of the change possible.

"COLLABORATE" AND PERISH.

FEATURES OF GERMAN REGIME IN FRANCE.

RELIGIOUS AND POLITICAL PERSECUTIONS.

FRENCH—HEWERS OF WOOD: GERMANS—ITS GATHERERS.

The policy of "collaboration", so desperately hated by the people of France both in principle and because of its results, will bring France to famine this winter, wrote the *Yorkshire Post's* former Paris correspondent on November 18. The already strictly enforced rations are inferior by one-third to those allowed to the Germans.

But far worse in their effect on the morale of the people are the continual religious and political persecutions, and constant supervision of plain-clothes members of the Gestapo. *Agents provocateurs*, both men and women, abound in all public places, trying to stir up trouble which will provide the Germans with an excuse for making arrests. Over 300 priests have been expelled from Lorraine, where persecutions arouse passionate resistance, and as a result, one or two travelling missionaries serve huge areas. The Gestapo have driven the nuns from their convents, and tried to persuade them to teach in Germany. Every possible way is tried to keep people from mass. Ration cards are distributed on Sunday mornings only; men are given trivial work to keep them away; children are tempted by attractive cinema displays which are organised even in the most rural districts; and Sunday outings are made compulsory.

Near Dieuze the police tried to prevent a funeral from entering a church by locking the door. The peasants did not argue. They went away, returned with axes, and smashed down the door. At Chateau Salins the Gestapo again tried to abolish services by locking the church door. The officiating priest refused to be intimidated. He entered by a side door, forced the main entrance, rang the church bells, and began his sermon before a huge congregation by saying, "This is my church, and, after my God and my bishop, I am the master here."

Food is continually being requisitioned, and if it is not sent to Germany, it is despatched to Spain as payment for iron pyrites and other ores. Shoes can rarely be repaired. Almost destitute of coal, the French are not even allowed to gather fallen wood in the forests, as this is reserved for the Germans. To keep warm, people living in the same house huddle together in one room in the evenings.

Some foods cannot be sold on certain days or during certain hours. A pound of sugar, four pounds of potatoes, two pounds of meat and less than one half pound of rice must last four weeks. The Germans keep all the fish with the exception of the smallest, and in the restaurants **squirrels and crows appear as 'game'**. Wine, the French national drink, is limited to two pints every five days. These quantities are often strictly theoretical, and for months meat and potatoes could not be bought at all. The number of calories daily needed for health is 2,400, but the rations, when obtainable, allow only for 1,100. No wonder, then, that as early as November 17 the **mortality rate in Paris had increased by 21 per cent.**

Clothing is extremely difficult to obtain. Cards entitling the holder to buy clothing are only given after a searching inquiry. A decree has been issued, according to which a new suit can only be bought on the production of a card delivered in exchange for two old ones.

THE AXIS SPEAKS—AND IS ANSWERED

A Commentary on Enemy Broadcasts to India and the Near East

For the period Nov. 22—29, 1941.

STUKAS AND SWASTIKAS.

" Never before has Europe been so at one in the pursuit of a common aim. By alleging that the great meeting in Berlin was to serve some peace aspiration, etc., the democratic politicians only prove that they lack the "*courage*" to face the fundamental fact—namely the formation of a united Europe." (*German news in English, 25th November 1941*).

Ribbentrop has blustered to the world that " The tank and the dive bomber preclude the possibility of a revolt in the disarmed territory." The Turkish *Ulus* writes :—" The Conference, in Berlin cannot be given the name of a Conference of European countries...... nations fighting against Russia are not prepared to take the responsibility on their shoulders of the war against Britain".

Ribbentrop offers a multilated Europe the chill-down-the-spine consolation of a Thirty Years' War. Has he the "*courage*" to face the results of the mass murder of 200,000 Serbs in Croatia, and 82,000 Poles?

"The Danish Foreign Minister stated that the Danish Government has realised the threats to its culture and social order. As a natural consequence of this policy, Denmark has decided to act on Germany's invitation to sign the Pact." (*German news in English, 26th November 1941*).

The first four months of German occupation in Denmark cost the country £40 million. This the Government was asked to explain away under the euphemism: "indebtedness". It cost the Minister of Commerce his job when he tried to lecture the people on the intracacies of this finance. The attitude of the people in general was editorially bemoaned in the Danish *Nazi Faedrelandet*: "It is impossible to understand why so many people including the many well educated, still believe that England must win".

"75,000 tons of wheat will shortly be sent to Finland from Germany. Germany has already sent 50,000 tons of wheat to the Finns." (*Italian news in English, 24th November 1941*).

From where and for whom is the wheat? According to the *Volksrect* of September 24, 1940, the Germans had removed from occupied France 800,000 tons of wheat. And on the day pseudo-pathetic appeals for Poland were being launched by Germany to America, the Nazi Gauleiter Greiser ranted that in 1940 one Polish district (Warthegau) exported 700,000 tons of wheat to Germany. Why are the Finns still hungry?

MENACE IN THE MIDDLE EAST.

"The British blackmail the Iraqi Government. It shows once again that England really does not protect the freedom and independence of smaller nations. All England ever desired in Iraq was the country's exploitation for selfish British interests." (*German news in English, 22nd November 1941*).

Britain's record in Iraq has been honourable and is therefore beyond German comprehension. In 1932 Britain recognised Iraq's independence and procured her admission to the League as a full member. During the mandatory régime Iraq's administration was organised, her army was trained; the irrigation system was improved; oil

"It is reported that 165 German passengers arrived in Istanbul yesterday from Afghanistan. While they were in Peshawar, the British forcibly took away all their belongings." (*German news in Hindustani, 26th November 1941.*)

resources were developed; when the smudge of the Rashid Ali episode had been removed Iraq was accorded the rights of a treaty-partner. Improvements in the transport and communication system have brought money to her treasury and employmeut to her citizens.

The enemy subjects were relieved of unnecessary quantities of tinned food, furs and clothing which they intended to import into a starving Germany. They were allowed to keep their personal goods which amounted to 60 tons deadweight.

ROOSEVELTIANA.

"It is officially announced from Washington that a contingent of U. S. forces will be sent to Dutch Guiana.........Roosevelt is now pursuing his imperialistic policy and no longer feels compelled to hide it." (*German news in Hindustani, 25th November 1941.*)

Gerbrandy, Prime Minister of the Netherlands said over the radio on November 24, that U. S. co-operation was necessary to nip Vichy vicious propaganda in French Guiana and Nazi activities elsewhere in S. America. The Netherlands Government of its own accord invited the U. S. A. to co-operate with them in their protection of the bauxite mines in their territory. Brazil, the neighbour of Guiana, is also co-operating in its protection.

SHE LOVES ME : SHE LOVES ME NOT. 1940—41.

"I feel sure that I am expressing the conviction of all assembled here when I say our Government will not rest until the annihilation of Bolshevism." [*Ribbentrop, 25th November 1941.*

"And if any hopes arise that sooner or later tension might occur between Germany and Russia those hopes are 'English and therefore stupid." (*Der Angriff, 26th August 1940.*)

THE SOMBRE MOOD : THE MINOR KEY.

The internal situation in Germany, Russia's continued and valiant resistance, and Britain's fine offensive in Libya have all shaken up Dr. Goebbels rather badly. ***The braggart no longer can hope to dope his listeners with***

bombast. The tone is humble, apologetic, explanatory, and evasive. The need to whip up enthusiasm has pushed the hardpressed doctor into his ancient well-worn device—the baiting of Jews.

RUSSIA.

"As soon as the two immediately essential objectives are reached (the Don and Moscow), the German armies may either continue the offensive, or if the Fuehrer considers it more opportune create a sort of line constituting a solid barrage against the rest of the Soviet Union. It is only fear that impels Stalin to resist. *The Fuehrer's statement of October 3, that the Eastern campaign is already decided must not be construed in the sense that Stalin may be forced to surrender or capitulate.* It has a much deeper significance." (*Italian radio November 1941 quoting a German General.*)

LIBYA.

"As for the Libyan campaign the time is not yet ripe for a detailed statement." (*German broadcast to England, 21st November 1941*).

"It is intended to encourage Stalin, intimidate Japan, impress Turkey, support Roosevelt, neutralize Vichy, help de Gaulle...........all this explains Churchill's onslaught but cannot justify it from a military point of view." (*Italian news in English, 22nd November 1941*).

"Churchill said the British forces had been preparing for five months, this is enough to give an idea of the exceptional importance of this campaign." (*Italian news in English, 22nd November 1941*).

THE JEWS.

"Why will not the British and the Russians admit that they are defeated as the Fuehrer said they were? The Jews are responsible."

"Every German soldier killed in this war must be debited to the Jews."

"The Jews are only longing for a chance to reward our simple-mindedness with blood and terror."

"The Jews have instigated and brought about this war."

"*Even Gandhi is helping to safeguard the Anglo-Jews clique.*" (*German broadcast of Goebbels talk, 14th November 1941.*)

Goebbels kneels to Britain.

"India lacks advantages of hygiene and modern amenities and progress, and therefore it must be blessed with the best Great Britain has to offer materially and spiritually. Englishmen in India bring the advantages of Western civilization." (*German broadcast to England, 5th November 1941.*)

Goebbels kneels to India.

"It will be a *substantial help* to the Axis if India refrains from rendering any assistance in men or material to Britain." (*German news in Hindustani, 26th November 1941.*)

PROGRAMME OF LECTURES

OF THE

Pudukkottai State War Information Bureau.

LECTURE LXXIV—(*Batch 1*).

1941—

December ... 13, Saturday ...	Town Hall	...	6.30 p. m.
14, Sunday ...	Poovarasagudi	...	6.00 p. m.
	Venkatakulam	...	6.30 p. m.
15, Monday ...	Perungalur	...	6.00 p. m.
	Adanakkottai	...	6.30 p. m.
16, Tuesday ...	Malampatti	...	6.00 p. m.
	Perambur	...	6.30 p. m.
17, Wednesday	Odayalippatti	...	6.00 p. m.
	Killukottai	...	6.30 p. m.
18, Thursday ...	Arimalam	...	6.00 p. m.
	Kilanilaikottai	...	6.30 p. m.
19, Friday ...	Kiranur	...	6.00 p. m.
	Nallur	...	6.30 p. m.

LECTURE LXXV—(*Batch 2*).

20, Saturday ...	Town Hall	...	6.30 p. m.
21, Sunday ...	Kudumiamalai	...	6.00 p. m.
	Parambur	...	6.30 p. m.
22, Monday ...	Vengalur	...	6.00 p. m.
	Konapet	...	6.30 p. m.
23, Tuesday ...	Panayappatti	...	6.00 p. m.
	Rangiam	...	6.30 p. m.

———

EVERYBODY

wants the Allies to win the War

and

EVERYBODY

wants a good pocket Diary

SO

BUY A

1942

'V' DIARY & ENGAGEMENT BOOK

Rs. 1-4-0, 1-8-0, and 2-0-0.

FROM

THE WAR INFORMATION BUREAU OFFICE

OR

THE STATE PRESS, PUDUKKOTTAI.

ALL NETT PROFITS TO WAR FUNDS.

Sri Brihadamba State Press, Pudukkottai. 1,000—13-12-41.